In 1971, the U.S. Department of Transportation (USDOT) published a Notice of Proposed Rulemaking (NPRM) to authorize the transportation of methane, refrigerated liquid, more commonly known as liquified natural gas (LNG) by rail. However, that proposed rule was never finalized due to a lack of demand for rail transportation — not a determination that rail was an unsuitable mode for transporting LNG.

Recently, another shift in energy markets has generated demand for LNG domestically and internationally, and the transportation of LNG by rail in limited quantities is now needed where pipeline capacity is insufficient. Transport Canada, the USDOT’s Canadian counterpart, authorized the safe transportation of LNG by rail to meet this demand. In January 2017, the AAR filed a petition with the Pipeline and Hazardous Materials Safety Administration (PHMSA) seeking the ability to transport LNG by rail.

PHMA’s rulemaking permits the safe transport of LNG by rail.

In June 2020, following extensive consideration and public comment, PHMSA and the Federal Railroad Administration (FRA) published a final rule authorizing the transportation of LNG by rail and outlining stringent measures to ensure its safety, including:

- **Improved Tank Cars:** The final rule requires the transportation of LNG in DOT-113 tank cars, which have a proven safety record throughout their 50 years of service. For LNG shipments, DOT-113s will be further enhanced with thicker outer shells aimed at making them more puncture-resistant. These specialized tank cars are double-hulled, vacuum-insulated cars designed to monitor and maintain proper pressure and temperature for cryogenic liquids similar to LNG. The USDOT also recently conducted two successful impact tests on these tank cars.

- **Advanced Route Analysis:** Class I railroads use the Rail Corridor Risk Management System (RCRMS) — a joint initiative between the railroads and government — to analyze and identify the safest, most secure routes for transporting LNG and other highly hazardous materials (hazmat). RCRMS weighs 27 risk factors, including hazmat volume, trip length, and population density, to assess the overall safety and security of rail routes.

- **Enhanced Operations and Equipment:** Railroads equip trains carrying hazmat with specialized equipment, including distributed power and end-of-train devices, which further minimize the potential for damage to rail cars.
Rail is a responsible choice for moving hazmat and LNG.

For more than 80 years, railroads have safely shipped cryogenic liquids similar to LNG, such as liquefied oxygen, ethylene, and hydrogen chloride. However, until recently, railroads were required to obtain special permits from USDOT to transport LNG even though rail has a stronger safety record on hazmat movements than the commercial trucking industry, which has been permitted to transport the product on our nation’s roads and highways for more than 50 years. Rail is an extremely safe way to move hazmat and is much safer than trucks. According to USDOT data, the truck hazmat incident rate is more than 13 times higher than the rail rate.

With billions in annual private investments to improve track and equipment reliability as well as develop and implement new safety technologies, the rail industry has helped drive hazmat accident rates down 73% since 2000.

Timeline: Hazmat Safety Actions

- **AUG. 2009:** AAR begins to upgrade industry tank car standards that exceed the safety standards of U.S. Department of Transportation (DOT)-111 tank cars.

- **MAR. 2011:** AAR formally petitions the Pipeline and Hazardous Materials Safety Administration (PHMSA) and Transport Canada to implement tougher tank car specifications for DOT-111 tank cars used for crude oil and other hazmat.

- **AUG. 2011:** In the absence of any progress by the DOT and Transport Canada, the AAR Tank Car Committee adopts industry construction specifications for new tank cars, and the stronger CPC-1232 design becomes the standard for all tank cars built after October 2011.

- **AUG. 2013:** The freight rail industry responds to DOT Emergency Order No. 28 and Safety Advisory to further strengthen train operations on mainline tracks or sidings. AAR modifies industry best practices, making trains carrying 20 or more carloads of any hazmat subject to a speed restriction and other enhanced operating practices.

- **NOV. 2013:** AAR again urges DOT to improve federal tank car regulations and require all tank cars transporting flammable liquids, such as crude oil, to be retrofitted or phased out of crude service.
• **FEB. 2014:** The nation’s major freight railroads issue voluntary safety initiatives for the transportation of CBR, including new operating practices, including (1) Speed reductions for trains transporting crude oil, (2) Increased inspections of tracks on crude oil routes, (3) Route risk analysis for trains carrying more than 20 carloads of crude oil (a Key Crude Oil Train), (4) Two-way end of train devices or distributed power for Key Crude Oil Trains to provide faster braking, (5) Additional bearing defect detectors along routes carrying Key Crude Oil Trains, (6) Development of an emergency response inventory along routes carrying Key Crude Oil Trains, and (7) Stepped-up crude oil incident training for first responders. / DOT issues an Emergency Order on the classification and packaging of crude oil.

• **MAY 2014:** AAR forms a joint task force with the American Petroleum Institute (API) to examine components associated with moving CBR. / PHMSA and the Federal Railroad Association (FRA) issue a Safety Advisory discouraging the use of DOT-111 tank cars. DOT issues an Emergency Order requiring railroads to inform first responders about crude oil routes.

• **JUL. 2014:** AAR provides DOT with access to an inventory of emergency response resources available to respond to hazmat accidents. / DOT issues a Notice of Proposed Rulemaking (NPRM) on tank car standards and an Advanced NPRM on oil spill response planning requirements. / A three-day training course for first responders focused exclusively on CBR occurs at the Security and Emergency Response Training Center (SERTC) (an AAR subsidiary) in Pueblo, Colorado. More than 1,500 emergency responders receive classroom and in-field training in 2014 at the world-class facility.

• **SEP. 2014:** In comments to DOT’s proposed rules for regulating crude oil trains, AAR again calls for dramatically improved tank cars that carry crude oil and ethanol and proposes a comprehensive safety package, which includes thicker shells, thermal protection and appropriately-sized pressure relief devices. AAR advocates an aggressive retrofit or phase-out program for crude service tank cars.

• **OCT. 2014:** Roll-out begins of the rail industry-developed AskRail mobile app, which is an additional tool for emergency responders to access information about hazardous materials contained in rail cars when responding to an incident.

• **NOV. 2014:** SERTC launches web-based crude oil training for first responders.

• **JAN. 2015:** AAR further modifies industry best practices to increase commodity flow information provided to local emergency response agencies for all hazmat transported through their communities.

• **MAR. 2015:** AAR and API announce a new CBR safety course for first responders. The program, offered through the Transportation Community Awareness and Emergency Response (TRANSCAER) program, is in addition to specialized training offered to thousands of first responders by railroads in local communities at SERTC and through web-based training. AAR enhances the AskRail app.
• **APR. 2015:** PHMSA issues a Safety Advisory on emergency response information; FRA issues an Emergency Order on maximum speeds for CBR moving through certain highly populated areas; and FRA issues a Safety Advisory on brake and mechanical inspections for trains moving crude.

• **MAY 2015:** DOT issues a comprehensive final rule on tank car standards and operations for moving large volumes of flammable liquids by rail. / PHMSA issues Transportation Rail Incident Preparedness and Response (TRIPR) training modules on best practices related to rail incidents involving flammable liquids.

• **JUL. 2015:** FRA further specifies requirements for railroad notifications to State Emergency Response Commissions concerning crude oil.

• **SEP. 2015:** DOT announces $5.9 million in first responder grants specific to crude oil incidents.

• **DEC. 2015:** Congress passes the FAST Act, which includes numerous provisions supported by the freight railroad industry related to rail safety generally, emergency response training and the safe transport of flammable liquids by rail. Among these are requirements for web-based training for emergency responders, emergency preparedness and training grants, specifications for real-time emergency response information, enhanced tank car standards and a mandatory phase-out schedule for older tank cars.

• **FEB. 2016:** The proposed rule on oil spill planning and information sharing for crude oil trains is revised based on FAST Act requirements and sent to the Office of Management and Budget (OMB) for review.

• **MAY 2016:** AAR urges DOT to adopt a thermal protection requirement for flammable liquid cars, which exceeds DOT’s current standard and which all thermal blanket manufacturers currently meet. The new standard would increase the amount of time flammable liquids could survive a pool fire and reduce the chance of thermal tears.

• **JUL. 2016:** DOT rejects AAR’s request to improve the standard for thermal protection based on a technicality.

• **AUG. 2016:** DOT issues a rule requiring thermal protection blankets per the FAST Act, but not requiring that they be as effective as the AAR had requested or manufacturers currently make.

• **SEPT. 2016:** AAR files comments to DOT’s NPRM on oil spill response plans seeking clarification on a variety of issues, including how close to navigable waters does a rail line have to be to require a plan and the definition of environmentally sensitive areas, among others.
• **DEC. 2016:** AskRail upgrades to allow access from any internet-ready device and provides additional information within the app, including DOT car types, the maximum capacity of the locomotive fuel tank and AAR’s Field Guide to Tank Cars.

• **APR. 2017:** AAR files comments to DOT’s advanced NPRM on real-time train consist information asking DOT to accept AskRail as the solution. AskRail provides emergency responders with information about what is in the entire train consist by entering one car or locomotive number.

• **DEC. 2017:** AskRail upgrades to allow a search by container number, GIS/Mapping including points of interest such as schools and hospitals, street-level views and part of the Emergency Response Guidebook.